

Local Motorists to Make Trip to Hueco Tanks By Moonlight

Several Cars to Make the Trip—C. B. Stevens Motoring Up Around the Big Dam—O. C. Crismon Arrives in Kansas City—Many Sales of Cars Reported in El Paso the Past Week.

HUECO Tanks by moonlight is the latest trip proposed by El Paso motorists. Four machine loads of them make this trip Saturday, some starting before sundown and others waiting until the shades of night have fallen before getting away from the city. They will spend Sunday at the tanks and return by moonlight Sunday night.

Tom Newman and Joseph P. Wadlington will lead the parade to the tanks in Tom's Chalmers "20." This will be the supply car and will carry the lunches and other necessities. J. M. Pollard will take Otto Armstrong, A. H. Rodes and H. A. Hamilton in his Cadillac. In Will K. Mar's car will be himself, W. R. Piper, R. Feagin and Carroll. T. H. and A. R. Ramey will take Dr. J. M. Hildley and Mike Shannon in the Hupmobile "22."

C. B. Stevens and family have been spending the week at the Hot Springs, near Elephant Butte dam. They were to have started back home today, coming by way of Lake Valley and Deming. Mr. Stevens writes that they have greatly enjoyed their stay at the springs.

Oliver C. Crismon, manager of the Hotel Auto and Taxi Co., who is on an auto tour, wires from Kansas City that he has arrived there and that he found the roads good, the weather fine and that he had good luck on route.

E. C. Wade, Jr., who lives in Las Cruces, N. M., came down to El Paso Friday and made the two passenger Maxwell automobile of speed cop Will Davis and drove it back home. He took the speed cop up and down the county road, a sign to show him that he would not break the speed laws.

A. B. Cundey bought a five passenger Studebaker "25."

C. R. Aber and B. L. Clements have established an auto supply business at

the corner of Kansas street and Myrtle avenue.

Billy Adolph drove a five passenger Studebaker "25" down to Marfa, Tex., Thursday for delivery to the Alpine Auto company.

A. L. Cox has bought a five passenger Studebaker "25."

H. A. Hatcher and J. Ayers, of El Paso, drove two Overland four passenger cars to Marfa during the week and delivered them to H. A. Cartwright, the dealer there.

Mrs. A. B. Fall and daughter, Miss Jewett, moved down from their home at Three Rivers, N. M., and will spend several days in the city shopping.

W. H. Nixon came up from Alpine, bought a five passenger Ford and drove it home.

Judge J. F. McKenzie is now driving a new five passenger Hudson "48." He has been driving a Chalmers "26."

J. P. Church, R. E. Denning and Albert Tyra, the latter driving, came back from Roswell, N. M., Monday in an Abbott-Detroit "45-50." They had been up to the New Mexico town to help vote the town web.

W. W. Barbee has bought a five passenger Hudson "25."

L. T. Robie has a five passenger Autocar.

W. Rogers Wade, of Tyrone, N. M., bought a five passenger Buick "40" and drove it home this week.

J. C. Bird, of Fort Stockton, Tex., bought a five passenger Buick "40" and drove it home this week.

W. L. Field has bought a new five passenger Studebaker "25."

way, and they had no engine or tire troubles.

They carried blankets with them and slept out along the route several nights. They intend to start back Saturday afternoon or Sunday, and expect to make the trip home even faster than the one out.

MOTORCYCLE RACES HELD AT DENVER

Denver, Colo., July 26.—The annual races of the Federation of American Motorcyclists opened today at Overland park. The track was heavy and the going slow.

John Constant, of Brooklyn, N. Y., won the mile, two mile and five mile races in 1:57 2-3 for the mile, and 1:57 2-3 for the two mile, and 4:57 for the five mile.

William Fuchstein, of Norfolk, Va., was second in each event, and Roscoe Atterbury, of Pueblo, Colo., was third in each.

The record for the mile is 40 1-5 seconds, made by Constant last year.

The 10 mile professional event was won by Charles Barker, of Los Angeles, in 2:47 1-5, the record being 2:47 1-5.

R. Perry was second, Earl Armstrong third and Ray C. Moore third.

MOTORCYCLE NOTES.

The Federation of American Motorcyclists has been in convention in Denver during the past two days. The meeting closed today. Many motorcyclists from all parts of the country attended the convention on their machines.

Mr. and Mrs. G. M. Beckett, of Pittsburgh, Pa., are on a motorcycle tour of the world, having just arrived in Portland, Ore., having motorcycled through England, Scotland, Ireland, Belgium, Germany, France, Spain, Algeria and Tunisia, Africa, India and Japan. He will return to New York by way of the northern route through Spokane, Mr. Clancy expects to prepare a book of travel notes on his tour.

Mr. and Mrs. G. M. Beckett, of Pittsburgh, Pa., are on a motorcycle tour of the world, having just arrived in Portland, Ore., having motorcycled through England, Scotland, Ireland, Belgium, Germany, France, Spain, Algeria and Tunisia, Africa, India and Japan. He will return to New York by way of the northern route through Spokane, Mr. Clancy expects to prepare a book of travel notes on his tour.

Seven motorcycles were recently purchased by Capt. Joseph C. Brady for use in the quarter master's department of the second division of the Army at Texas City. Though motorcycles have heretofore been used by the signal corps, this is the first time they have been made use of in the quartermaster's department.

Winfield Gilmore, secretary of the Central V. M. C. A. in Washington, D. C., is spending his vacation at his home in Cody, Ill. He made the 750 mile trip from Washington in four days, or a little over six hours, and ran the machine.

A motorcycle figured prominently in the wedding of O. H. Hatcher and Berta Borla of New Lexington, O. On Mr. Hatcher's two-wheeler the couple traveled to Pleasantville and procured a license. Then they rode back to the home of the bride, where they were married.

Uncle Sam has found another use for the motorcycle. One of these machines is now used to deliver rush orders from the government printing office.

James Transwell and Tony Rodman, of Denver, are riding their motorcycles to New York.

Milton S. Hopkins, of Rogers, Okla., has started on a motorcycle tour of the world. He expects to be gone about three and a half years.

J. W. Williams, who went up to Cloudcroft last Saturday on his twin cylinder Indian motorcycle, came home Tuesday from the Cloudcroft and the same machine. He made the trip through Cox's ranch and around by Fort Bliss, and it required but six and one-half hours for him to make the journey from Cloudcroft down to town.

What is probably the record time for the Phoenix and Phoenixes, was made by L. R. Erwin and B. H. Landis, Phoenix motorcyclists. They made the trip in seven hours which exceeds that made by trains between the two cities.

MOTORISTS' PROBLEMS ARE SOLVED HERE

By WILLIAM H. STEWART, Jr.

Who as President of the Stewart Automobile Academy of New York City, is regarded as the leading authority in Motor Car Education in this country.

Let us solve your motoring problems and discuss your comments. Tell us of your experiences for the benefit of the other fellow. Correspondence invited for publication every Week-End.

Copyright, 1913, by W. H. Stewart, Jr.

Motoring Department, The Herald.—I have a 1910 car. The rear axle is a full floating type, having shafts with square ends which fit into the differential and dogs on the axle ends. These shafts seem to be loose in the squares and cause considerable annoyance and rattle when the car is traveling over rough roads. While these parts are simple in construction, nevertheless they are very expensive. I know that they should be so, but I do not feel that I can afford to buy new ones now. Is there any way they can be heated and temporarily and yet be safe. Any advice along these lines will be appreciated.—F. Badanes.

Motoring Department, The Herald.—The ends of the axle shafts can be heated and upset by an ordinary forge man. When this is done it is an easy matter to refit same. The axle is often necessary that they should be case hardened. If the dogs or flanges at the wheel ends are considerably worn it is often advisable to have these built up by the welding process and then refitted. In this manner the axle will be fitted as well as with new parts. Such repairs, if done properly, are perfectly safe and reliable, and will often last as long as the new parts.

Motoring Department, The Herald.—A wristpin bearing on my car has burned out and I do not know how to fit a new one. Should space be left for play, or should it be fitted tight as with main bearings?—L. Pendleton.

Wristpin bearings should be fitted with as much clearance as the main bearings, otherwise a bearing knock will result.

Motoring Department, The Herald.—I understand that a mixture of two gallons of gasoline with one ounce of kerosene would make a good increase in the motor's power. Do you know of any cases when this has proved so?—O. J. Moore.

From a practical standpoint there is no reason why there should be any increase in efficiency by using such a combination. If you wish to increase the efficiency of the present grade of gasoline there are a number of other chemical compounds that can be used to a much greater advantage.

Motoring Department, The Herald.—I got an unpleasant and quite unexpected bath this morning while putting denatured alcohol into the cylinder of my car. The alcohol was very hot. The first three cylinders took the liquid, but the fourth cylinder sputtered it out to my face as I injected the denatured alcohol. What could cause this to happen?—M. S. Goldman.

It is possible that you filled the compression cup with the alcohol. When you opened same to allow it to enter the cylinder, the particular cylinder was probably under compression at the time and naturally the alcohol was blown out by the force of the compression instead of entering the cylinder. In the other hand, if you had the alcohol into the cylinders while they were hot it is possible that a piece of incandescent carbon in the fourth cylinder ignited the charge.

Motoring Department, The Herald.—I am reconstructing a 1909 vintage, and wondered if I could install a worm gear drive. Please let me know how to go about this.—M. P. Frank.

It will be impossible for you to install the worm drive construction in the old axle. On account of the design of the worm gear axle, it will be necessary for you to install a complete axle. This, of course, would be rather expensive. The housing of the bevel type differential is constructed entirely different from that of the worm gear type.

Motoring Department, The Herald.—In a four-cylinder motor does the piston travel any distance before the explosion occurs, or does the explosion take place simultaneously when the spark is made in the generator?—L. M.

There is more or less lag to the spark. While this lag is infinitesimal, nevertheless it can be measured. From your question we presume you mean whether there is any lag to the burning of the gases. A volume of gas which is ignited by a spark does not burn instantaneously. The gas begins to burn at the point where the spark is led into the cylinder and proceeds the burning rapidly with which it burns depends upon its density. A lean mixture burns more rapidly than a rich mixture. There was no lag to the electrical circuit and if the combustion of the gases was instantaneous, there would be little necessity for advance action of the spark. The spark lag is constant, also that of the gases, but the piston travels a distance of several inches per minute of the motor changes so should the time of the spark change. The piston should take place in the cylinder at such a time so that the gases may become fully ignited and exert the maximum expansive force on the piston head. The lag of the spark is constant, also that of the gases, but the piston travels a distance of several inches per minute of the motor changes so should the time of the spark change. The piston should take place in the cylinder at such a time so that the gases may become fully ignited and exert the maximum expansive force on the piston head.

Motoring Department, The Herald.—My car has acquired during the past fortnight a habit of coughing and jerking, caused, I believe, by a misfiring of one or more of the four cylinders, but as the plugs are new I cannot tell which cylinder becomes defective. Have put in new wiring, taking care of the cylinder head and cleaned out the carbon deposits, readjusted and filed the points on the master vibrator, which I am using, and the vibrators of the regular coil. Have even tried out a different vibrator and also a different carburetor. Sometimes after adjusting the valve to a different adjustment, the engine will run fine for a short time, but soon begins to cough again, occasionally stopping. It sounds as though it is taking in all air—R. E. R.

It appears that the missing is due to weak battery, in that a sufficiently strong current is not being sent to the coil. Would suggest that you test the battery. If you are using dry cells this may be a source of your trouble. When standing for some time the cells will become weak and will not give a strong current. A storage battery is more reliable and should give better service under constant use. It is also possible that the valves are sticking in the guides and do not seat properly.

What is probably the record time for the Phoenix and Phoenixes, was made by L. R. Erwin and B. H. Landis, Phoenix motorcyclists. They made the trip in seven hours which exceeds that made by trains between the two cities.

What is probably the record time for the Phoenix and Phoenixes, was made by L. R. Erwin and B. H. Landis, Phoenix motorcyclists. They made the trip in seven hours which exceeds that made by trains between the two cities.

What is probably the record time for the Phoenix and Phoenixes, was made by L. R. Erwin and B. H. Landis, Phoenix motorcyclists. They made the trip in seven hours which exceeds that made by trains between the two cities.

What is probably the record time for the Phoenix and Phoenixes, was made by L. R. Erwin and B. H. Landis, Phoenix motorcyclists. They made the trip in seven hours which exceeds that made by trains between the two cities.

What is probably the record time for the Phoenix and Phoenixes, was made by L. R. Erwin and B. H. Landis, Phoenix motorcyclists. They made the trip in seven hours which exceeds that made by trains between the two cities.

What is probably the record time for the Phoenix and Phoenixes, was made by L. R. Erwin and B. H. Landis, Phoenix motorcyclists. They made the trip in seven hours which exceeds that made by trains between the two cities.

What is probably the record time for the Phoenix and Phoenixes, was made by L. R. Erwin and B. H. Landis, Phoenix motorcyclists. They made the trip in seven hours which exceeds that made by trains between the two cities.

What is probably the record time for the Phoenix and Phoenixes, was made by L. R. Erwin and B. H. Landis, Phoenix motorcyclists. They made the trip in seven hours which exceeds that made by trains between the two cities.



I HAVE BEEN CURING MEN AND WOMEN

for Twenty-five Years, Fifteen of Which Have Been Spent Right Here in Texas. I Have No Misleading or False Propositions to Fool You.

I APPEAL TO INTELLIGENT PEOPLE to come to my office for examination and if I can cure you, will not only tell you so, but will guarantee what I promise with a contract that if I do not give you value for every dollar paid will return the money.

MY CONTRACT IS WORTH ITS FACE VALUE AT THE BANKS and you can ascertain that fact by inquiry.

I will charge you an ordinary price for the class of work I do for you just as you would charge me for whatever line of work you would do in any avocation.

I HIDE BEHIND NO INSTITUTE OR FIRM NAME, I AM NOT ASHAMED OF MY NAME OR MY RECORD. You see me in person and not some cheap hired Doctor.

I treat no one by mail who has not been to my office for examination. I ask you to carefully consider what I have to say to you, and

Come to Me Without a Word!

I do not ask you to tell me anything, but just come and let me examine you and without asking you a word I will tell you what your condition is, what you have to do to get well and the cost to a cent.

ANY DR. WHO CALLS HIMSELF A SPECIALIST SHOULD BE ABLE TO DO THIS, IF NOT, HOW CAN YOU HOPE THAT HE CAN CURE YOU?

Master Your Weakness Before It Masters You. BLOOD DISEASE, NERVOUS DECLINE, VARICOCELE, HYDROCELE, OBSTRUCTIONS, PILES, RUPTURE, KIDNEY, BLADDER AND PROSTATIC DISEASES, PECULIAR TO MEN. TROUBLES PECULIAR TO WOMEN.

I am treating members of families that were my patients here ten years ago, which shows they come back because they get results.

All I ask my patient is that he take a business view and make an investigation into my past, responsibility, etc. If you do this you will do as thousands of other intelligent patients have done. You will know just what you have to pay to get well, and if a promise is made to cure you, and is not delivered it will cost you not a penny.

My patients are among the representative business men of this city and vicinity, people who have the power of determining a man's ability as well as financial standing.

This is the class of people I appeal to. I do not want people who have not the sense to discriminate between a man of ability and one who simply promises.

I have given statements from prominent people from time to time who have been cured, go to them and have them tell you just what they have received.

If you have a special trouble you will have to come to my office to secure names of cured people, because I never give testimony in the papers of a private nature, yet I have cured more conditions of this kind than possibly any ten so-called specialists in the state.

At any rate if you are a sufferer I invite you to call and talk the matter over. If you think I do not know what your condition is or in any way doubt it will cost you nothing.

A contract to give you value for your money or return the money.

COLES BUILDING DR. MILAM Over Union Clothing Company

with motor vehicles. I am also told that the government of other states of India are now considering the same plan, and that its widespread adoption in India is a possibility of the future.

Have The Herald Follow You on Vacation?

No trouble to change your address on The Herald to your summer outing address. By mail, 60 cents per month in advance.—Advertisement.

MONEY ADVANCED FOR MOTOR CARS

Southern Indian Government Makes Loans to Employees for Purchase of Autos.

It has long been a standing joke in this country of how people were mortgaging their homes to buy motor cars, but, according to Henry D. Baker, an American resident on special service in India and Ceylon, the government of the prosperous state of Mysore, in southern India, has recently announced a scheme of making advances of money on salary to its employees for the purchase of either motor cars or motorcycles.

The new scheme will make it easy for the higher salaried officials to purchase motor cars and for employees of lower salaries to purchase motorcycles. For the purchase of motor cars a grant of \$500 is to be given, or for the purchase of motorcycles, a grant of \$250. The grant will be allowed of \$500, or four months salary, whichever ever is the lower. In either case the grant is to be repaid to the government in 36 monthly installments without interest. The loan will be secured by a mortgage which the government will hold on the motor car or motorcycle purchased. Thus the motor vehicle can be put to work at once, but the expense will not have to be entirely met for three years.

The government of this native state of Mysore, which is next to Hyderabad as regards population, area and general importance among the independent native states of India, is noted for its progressiveness, and in initiating this plan of encouraging the use of motor vehicles among its employees it has been actuated by a desire to increase the efficiency of the public service, and especially to make it easier for government officials to go to and from their work with more speed and time and to attend to official services outside their offices with greater efficiency.

The fact also that such motor vehicles may provide the opportunity for wholesome recreation outside of working hours, and also may make it possible for government employees to live at longer distances from their work where rent may be cheaper and better homes obtainable, has furnished another motive to the government for the adoption of this interesting scheme.

Of course the purchase of a motor car or motorcycle will depend upon the amount of the employee's salary, as an advance cannot be obtained for an amount larger than the total salary for three years. There are over 1000 persons on the Mysore government civil list, most of whom draw salaries which will readily permit them to take advantage of the government's plan for granting loans for the purchase of motor vehicles.

It is understood that there is already a very great number of automobiles being purchased by government officials to obtain the advances necessary to equip themselves.

HERE IS A NEW ONE: CHEAP GAS IS BEST!

More Heat Units Obtained But Harder to Start, Especially in Cold Weather.

"Contrary to general belief," says Dr. C. Booth, "the lower grades of gasoline are superior to the gallon than the high grades."

"The power of gasoline lies in the number of 'B. T. U.' it contains. 'B. T. U.' means British thermal units and is the standard of measurement for the heat units contained in gasoline and other fuels. There is more heat in low grade gasoline than in high. In fact, there are more in kerosene than in gasoline, and if kerosene ever becomes a popular fuel for internal combustion engines it will show more power to the gallon than gasoline."

"Almost the only advantage of high test gasoline is in the case of starting and, the smaller carbon deposit. A good wrinkle to use for starting in cold weather is to keep on hand a combination of gasoline with a small quantity of sulphuric ether. A drop or two of this in the priming cups or a few spoonfuls in the air intake will start the engine where it belongs. The acceptance of verbal promises is not good business, for even assuming perfectly good faith, misunderstandings must occur."

LOOK TO WHAT IT WILL COST YOU TO KEEP A CAR

Service is a question of the very highest importance in determining automobile or truck values.

No matter how high class the car, or how apparently right its price, it is at least a doubtful value unless there is accessible service behind it. Before purchasing a car, buyers should find out just what is going to be done to simplify its care and keep the cost of its upkeep where it belongs. The acceptance of verbal promises is not good business, for even assuming perfectly good faith, misunderstandings must occur.

WHAT BECOMES OF OLD CARS? HERE IS ONE ANSWER

Here is further light upon the much mooted question: "Where do the old cars go?" Eugene Bunker, of Duluth, Minn., owns a car of the vintage of 1909 and is yet to be convinced that he needs a new one. Mr. Bunker's summer home is at Solar Springs, 42 miles from Duluth, and between the two points the roads are very rough. By rail it takes one hour and 20 minutes to make the run. Mr. Bunker started with the train the other night and it took him but five minutes longer to reach Solar Springs. He declares that he was not racing at that.

Four hundred miles of guaranteed Roofing to close out at bargain prices. Lumber Co.—Advertiser.

with motor vehicles. I am also told that the government of other states of India are now considering the same plan, and that its widespread adoption in India is a possibility of the future.

RIDING LONG WAYS ON MOTORCYCLES

Two Brownwood, Texas, Boys Arrive in El Paso, Having Made the Trip on Two-Wheeled Machines.

Riding up for the first time, H. C. H. Gillan and Walter H. Thomas, of Brownwood, Tex., arrived in El Paso on their twin Indian motorcycles Wednesday evening at 5 o'clock, making the 200 miles in six days.

They went from Brownwood to San Angelo, over to Del Rio, and then to El Paso, where they arrived at 5 o'clock.

For three-quarters of the day Saturday they stayed at the Hotel El Paso, where they were given a good meal and a room for the night.

Although there had been heavy rains through that section several days during the week, they did not run into any trouble, always managing to get ahead of or just behind a rain. They found the roads a bit sandy in places, but the going was pretty good nearly all the way.

They carried blankets with them and slept out along the route several nights. They intend to start back Saturday afternoon or Sunday, and expect to make the trip home even faster than the one out.

MOTORCYCLE RACES HELD AT DENVER

Denver, Colo., July 26.—The annual races of the Federation of American Motorcyclists opened today at Overland park. The track was heavy and the going slow.

John Constant, of Brooklyn, N. Y., won the mile, two mile and five mile races in 1:57 2-3 for the mile, and 1:57 2-3 for the two mile, and 4:57 for the five mile.

William Fuchstein, of Norfolk, Va., was second in each event, and Roscoe Atterbury, of Pueblo, Colo., was third in each.

The record for the mile is 40 1-5 seconds, made by Constant last year.

The 10 mile professional event was won by Charles Barker, of Los Angeles, in 2:47 1-5, the record being 2:47 1-5.

R. Perry was second, Earl Armstrong third and Ray C. Moore third.

MOTORCYCLE NOTES.

The Federation of American Motorcyclists has been in convention in Denver during the past two days. The meeting closed today. Many motorcyclists from all parts of the country attended the convention on their machines.

Mr. and Mrs. G. M. Beckett, of Pittsburgh, Pa., are on a motorcycle tour of the world, having just arrived in Portland, Ore., having motorcycled through England, Scotland, Ireland, Belgium, Germany, France, Spain, Algeria and Tunisia, Africa, India and Japan. He will return to New York by way of the northern route through Spokane, Mr. Clancy expects to prepare a book of travel notes on his tour.

Mr. and Mrs. G. M. Beckett, of Pittsburgh, Pa., are on a motorcycle tour of the world, having just arrived in Portland, Ore., having motorcycled through England, Scotland, Ireland, Belgium, Germany, France, Spain, Algeria and Tunisia, Africa, India and Japan. He will return to New York by way of the northern route through Spokane, Mr. Clancy expects to prepare a book of travel notes on his tour.

Seven motorcycles were recently purchased by Capt. Joseph C. Brady for use in the quarter master's department of the second division of the Army at Texas City. Though motorcycles have heretofore been used by the signal corps, this is the first time they have been made use of in the quartermaster's department.

Winfield Gilmore, secretary of the Central V. M. C. A. in Washington, D. C., is spending his vacation at his home in Cody, Ill. He made the 750 mile trip from Washington in four days, or a little over six hours, and ran the machine.

A motorcycle figured prominently in the wedding of O. H. Hatcher and Berta Borla of New Lexington, O. On Mr. Hatcher's two-wheeler the couple traveled to Pleasantville and procured a license. Then they rode back to the home of the bride, where they were married.

Uncle Sam has found another use for the motorcycle. One of these machines is now used to deliver rush orders from the government printing office.

James Transwell and Tony Rodman, of Denver, are riding their motorcycles to New York.

Milton S. Hopkins, of Rogers, Okla., has started on a motorcycle tour of the world. He expects to be gone about three and a half years.

J. W. Williams, who went up to Cloudcroft last Saturday on his twin cylinder Indian motorcycle, came home Tuesday from the Cloudcroft and the same machine. He made the trip through Cox's ranch and around by Fort Bliss, and it required but six and one-half hours for him to make the journey from Cloudcroft down to town.

What is probably the record time for the Phoenix and Phoenixes, was made by L. R. Erwin and B. H. Landis, Phoenix motorcyclists. They made the trip in seven hours which exceeds that made by trains between the two cities.

What is probably the record time for the Phoenix and Phoenixes, was made by L. R. Erwin and B. H. Landis, Phoenix motorcyclists. They made the trip in seven hours which exceeds that made by trains between the two cities.

What is probably the record time for the Phoenix and Phoenixes, was made by L. R. Erwin and B. H. Landis, Phoenix motorcyclists. They made the trip in seven hours which exceeds that made by trains between the two cities.

What is probably the record time for the Phoenix and Phoenixes, was made by L. R. Erwin and B. H. Landis, Phoenix motorcyclists. They made the trip in seven hours which exceeds that made by trains between the two cities.

THE ELECTRA-VITA CO.

2894, South Spring, Los Angeles

Please send me, prepaid, your free, 28-page, illustrated book

E. P. H. 7-19-12

Name.....

Street or Box.....

City.....

State.....

Country.....